

Intimations.

The Old
Familiar Beverage
STONE GINGER BEER,
COLEPT "POP."



\$1.75 per doz., less \$1.00 allowed
Bottles returned.

WATKINS, LIMITED,
CHEMISTS, AERATED WATER
MANUFACTURERS,
APOTHECARIES HALL,
No. 68, Queen's Road Central, Hongkong.
FACTORY:—Mason's Lane.
WAI KIN TAI YEUK FONG.
房藥大建威

Branches also at
Canton, Shanghai, Hankow and Peking.
Hongkong, 19th February, 1902. [714c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.50 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th March, 1902. [19]

BRITISH NORTH BORNEO.

WANTED.

AS POSTMASTER, British North Borneo
Government, a CLERK experienced in
Postal Matters. Salary \$80 per mensem.
Apply giving full Particulars and Testi-
monials to the Secretary to the Governor,
LABUAN.
17th February, 1902. [206d]

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a
Government Timber Mill. Must be thor-
oughly acquainted with the erection and
management of Timber-cutting Machinery.
Forward copies of recent testimonials and
state Salary required to
DIRECTOR OF PUBLIC WORKS,
SANDAKAN.
3rd February, 1902. [151d]

To-day's
Advertisements.

NOTICE

THE OFFICES OF THE HONGKONG
TELEGRAPH CO., LIMITED, have
now been REMOVED to No. 35, QUEEN'S
ROAD CENTRAL.
Hongkong, 28th April, 1902.

TO LET UNFURNISHED.

THE Second Floor of Nos. 2 and 3, HILL-
SIDE TERRACE, Wanchai, above ST.
FRANCIS STREET, close to KENNEDY ROAD.
Also Ground Floors of Nos. 1, 2 and 3, HILL-
SIDE TERRACE, WANCHAI. These are new,
well drained, and airy European houses, having
spacious verandahs and excellent view of the
harbour and Kowloon Peninsula. Water laid
on in all parts. Good back yard, bathrooms
and kitchen. Rent moderate.
For further Particulars, apply at
No. 1, HILL-SIDE TERRACE,
WANCHAI.
Hongkong, 26th April, 1902. [482d]

PUBLIC AUCTION.

THE Undersigned have received instructions
from the REGISTRAR, Supreme Court,
to Sell by
PUBLIC AUCTION,
in Action No. 18 of 1902, Original Jurisdiction,
between WONG CHI TONG, Plaintiff, and
THE WA HING SILVER MINING
CO., LIMITED, Defendants.

FRIDAY, the 2nd May, 1902, at 11 A.M.
The First Floor of Nos. 40 and 52, Queen's
Road Central, above Tak Cheong.
One COPYING PRESS, One Large IRON
SAFE by K&E SHEAN & Co. and One by S. S.
LOWE & Co. London, TABLES, including
One EXTENSION DINING TABLE,
VIENNA and Other CHAIRS, &c., &c.
TERMS:—As Usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 30th April, 1902. [493d]

**HONGKONG & SHANGHAI BANKING
CORPORATION.**

MR. J. R. M. SMITH has been appointed
CHIEF MANAGER.
By Order of the Board of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 30th April, 1902. [492d]

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"HAIMUN," will be despatched for the
above Ports, on FRIDAY, the 2nd May,
at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 30th April, 1902. [491d]

EXCHANGE TABLES.

U.S. GOLD DOLLARS
into
SILVER DOLLARS
and
vice-versa
at rates ranging from
40 to 44½
may be had by addressing to
"GOLD,"
c/o The Hongkong Telegraph Office.
Price \$1 per Copy.
Hongkong, 15th April, 1902.

Intimation.



**A. S. WATSON
AND CO., LTD.**

ESTABLISHED A.D. 1841.

**AERATED -
- WATERS.**

THE WATER used is THE PUR-
EST that can be obtained, and is
skillfully Filtered on the most scientific
principles.

THE MACHINERY employed is of
the latest design and most approved
type.

THE BEST AND MOST EXPEN-
SIVE INGREDIENTS only are used.

**GUARANTEEING
ABSOLUTE
PURITY.**

ENGLISH EXPERTS

Manage our Factories and their
practical knowledge and constant
supervision enables us to produce
waters of unrivalled excellence and
purity.

**A. S. WATSON & Co.,
LIMITED,**

The Hongkong Dispensary.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 30, 1902.

REUTER'S TELEGRAMS.

PHILIPPINE MILITARY
SCANDALS.

LONDON, April 28th.

The admissions of General Smith's
counsel at his court-martial have
created a painful impression in Wa-
shington. The newspapers demand
his dismissal from the service, and
that he be disgraced. President
Roosevelt has pledged himself to
protect the army and nation from
such outrages as this and others
which are coming to light.

SOUTH AFRICA.

THE PEACE NEGOTIATIONS.

The representatives of Delarey's
commandos held a meeting on Tues-
day last to discuss peace matters.
Commandant Delarey came into
Klerksdorp on Thursday with a few
of the members of his staff, Lukas
Meyer, and two subordinates. The
party returned to Balmoral on the
25th, when they entrained for Mid-
dleburg and Belfast to hold further
meetings of burghers.

QUEEN WILHELMINA IMPROVING.

Queen Wilhelmina is now able to
leave her bed for a short time daily.

THE DUTY ON CHEQUES.

Sir Michael Hicks-Beach states
that the extra duty on cheques
under two pounds will be remitted
on drawer presenting returned
cheques at the Post Office.

LOCAL AND GENERAL.

PLAGUE AT KOBE—A case of plague oc-
curred at Kobe on 22nd inst.

THE SULTAN OF JOHORE is expected to
return from Europe next month.

THEFT—A lady resident of Kowloon was
last night robbed of a gold watch and gold
chain bangle.

THE BANK—Sir Thomas Jackson hands
over the management of the Hongkong and
Shanghai Bank to Mr. J. R. M. Smith this
evening.

DISORDERLY CONDUCT at the Murray
Pier last night cost Hal Yuen a rather cheeky
boy employed on H.M.S. Tamar \$25. He paid
the fine.

**RAILWAY ACCIDENT NEAR
HANKOW**—Hankow, April 23.—A train has
been derailed at the 61st kilometre. Four
Europeans were injured.

CHOLERA. Four cases of cholera terminat-
ing in fatal results occurred in No. 7 Cheng
Hung Lane, No. 355 Cargo boat, and on the
2nd floor of No. 136 Queen's Road East.

DISOBEDIENCE—At the instance of Mr.
G. A. Woodcock, Secretary of the Sanitary
Board, Lai Fung, a chair coolie in his employ
was fined \$5 for disobeying a lawful order.

D.R.U.N.K.—Jurgen Ringhard, a German
engineer off S. S. Triumph was mulcted in the
sum of \$1 for being drunk and incapable on the
29th inst. Needless to say Ringhard paid the
fine.

**CORONATION AND MILITARY PRIS-
ONERS**—London, April 24th.—The Daily
Mail has published a statement that on the
day of the coronation of the King of Great
Britain, all military prisoners under sentence
are to be released.

SIR F. LOVELL'S MISSION—The Medical
Fraternity of the Colony has been invited to
meet Sir Francis Lovell at dinner at the Hong-
kong Hotel to-morrow and to hear from him the
details of his mission on behalf of the London
School of Tropical Medicine.

PLAGUE—For the past twenty-four hours
ending noon to-day three cases of plague are
reported, all of which ended fatally. The victims
were Chinese. The cases occurred in
Po Yan Street, No. 8 Yik Lung Street, and a
house at the back of the Gas-works.

BRIBERY—It was bad joss for Lo Uta coolie
of no fixed abode when he offered a bribe of
40 cents to Chinese Constable No. 18 to stay
taking proceedings against him for stealing
nine cabbies of rice. His little act of diplomacy
cost him four weeks with hard labour.

SANITARY BOARD RULES—Before Mr.
Kemp this morning, Inspector Fisher of the
Sanitary Board, had no less than eighteen
Chinese for infringing Ordinance 13 of 1901.
Section 55. In each instance, the Magistrate
imposed a fine \$15, or \$270 in all. The fines
were paid.

THE CHINA SQUADRON—Most of H. M.
ships, now lying in the harbour, will be
soon leaving for their summer cruise. All
commands of and above the rank of captain
are to meet at some port in Japan, where we
understand a great naval display will take
place in connection with the forthcoming
King's Coronation.

IN CONNECTION with the recent murder
of the late Mr. Rutherford and the increase
of crime the following notice appears in a Singa-
pore paper "After 11 p.m. all natives found
loitering about the roads in Tanjong unable to
give the Police a satisfactory account of them-
selves are taken to Orchard Road Police
Station and detained till morning when inves-
tigations are made.

TOO MUCH WATER—When we are all
crying out for rain, an extract like the follow-
ing, from the diary of the Superintendent of
Telegraphs for B. N. Borneo for February,
makes one inclined to be somewhat sceptical
as to the beneficence of Providence—"11th.
Following received from Mr. Bradbury, Kina-
batangan:—Am now standing in Mr. Graydon's
house over my knees in water. Water now
about 6 feet above all records and still rising,
the line of course is destroyed for miles, I
believe—Pintassen and Tamoi have been
swept away; no sign of flood stopping! Two
houses from Pintassen washed part here two
days ago. Going to try and build a platform
in roof now as water nearly up to table tops.
No boats available but house stands firm so far.
Useless to think of doing anything in our de-
partment until floods and rains over. Am now
going to remove telephone as the water is touch-
ing it. Mr. Graydon and I had a bad time
since 3 a.m. Sunday, when water reached his
tobacco; hope a steamer will come up soon or
we may float down also on a log. One Chinese
man only drowned."

FREEMASONRY—At the Annual Meeting
of the District Grand Chapter held last evening
M. E. Camp L. Malloy, District Second
Grand Principal appointed and convicted the
following District Officers—
District Third Principal...G. J. W. King.
Scribe E.N. O. D. Goudin.
" N.G. C. Henderson.
Committee of General
PurposesG. L. Tomlin.
TreasurerF. W. Edwards.
RegistrarW. L. Ford.
Prin. SojournerR. Mitchell.
First assist.G. Piracy Jr.
SecondF. W. Clark.
Word BearerE. J. Labritz.
StandardW. J. Tatcher.
"W. H. Wickham.
"E. A. Standard.
Director of Ceremonies R. C. Edwards.
DeputyJ. J. Bryan.
Assist.E. H. Kay.
OrganistA. G. Ward.
JanitorJ. Marshall.
Unofficial Members:—F. J. Watson and
J. Bryant.

COTTAM & CO. FOR SUN HATS.

A FAREWELL BANQUET is to be given to
Sir Thomas Jackson by the Chinese Commu-
nity of Hongkong on Saturday, the 10th May.

SANDAKAN ENTERTAINED—Comman-
der Wake sent round cards bidding all and
every the European inhabitants of Sandakan
to tea on H.M.S. Rinaldo on the 20th March.
The invitations were accepted with so few
exceptions that the proposed dance on the
poop was tacitly voted "off." However, the
efforts of the band were much appreciated by
the men, who caused considerable amusement
by their really funny parodies of ballroom
manners and manners. The captain and
his officers in the intervals of dispensing tea
et hoc genus omne found time to fire one of
the Rinaldo's heavy guns towards Suva-Lamba
and having shewn the ladies what the real
thing was like, about thirty rounds were fired
from the same gun with a Morris Tube, at a
target. Those who preferred exercise retired
to the wardroom and devoted themselves to
"ping pong." The rest settled down on deck
to talk, tea and some excellent chocolates.
About six o'clock Commander Wake weighed
anchor and took the party for a cruise round
the bay, finally meeting the launch near the
wharf and discharging his cargo. The Rinaldo
then left for Hongkong amid a chorus of
cheers and Borneo whistles, to which she
replied by a message in Morse Alphabet on
her siren, which was said to mean "Goodbye
and thank you" but—it may have been any-
thing.—D. N. B. Herald.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was
held this afternoon in the Council Cham-
ber. There were present:—His Excellency
Major-General Sir W. J. Gascoigne, K.C.M.G.
(Officer Administering the Government),
Hon. A. G. Wise (Acting Attorney-General),
Hon. A. M. Thompson (Acting Colonial Sec-
retary), Hon. Commander R. M. Ramsey, R.N.
(Harbour Master), Hon. C. McI Messer (Acting
Colonial Treasurer), Hon. W. Chatham (Dir-
ector of Public Works), Hon. C. P. Chater, C.M.G.,
Hon. A. W. Brewin (Registrar-General), Hon.
T. H. Whitehead, Hon. J. J. Bell-Irving, Hon.
C. S. Sharp, Hon. Dr. Ho Kai, Hon. Wei A
Yuk, and Mr. R. F. Johnson (Acting Clerk of
Councils).

The Clerk of Councils read the minutes of the
last meeting.

TAKING THE OATH.

Mr. C. S. Sharp took the oath as a member
of the Council in the place of the Hon. J.
Thurburn, and the Hon. C. McI Messer was
sworn in as Acting Colonial Treasurer in the
place of the Hon. A. M. Thompson, Acting
Colonial Secretary.

FINANCIAL MINUTES.

The Financial minutes were referred to the
Finance Committee.

FINANCE COMMITTEE.

The report of the proceedings of the Finance
Committee at a meeting held on the 10th inst.
was adopted.

ON THE TABLE.

The Acting Colonial Secretary laid on the
table the Report of the Harbour Master for
1901, Financial Returns for 1901, the reports of
the Medical Officer of Health, the Sanitary
Surveyor, and the Colonial Veterinary Surgeon
for 1901, and the Report on the New Territory
for the same period.

QUESTIONS TO BE ASKED.

The Hon. T. H. Whitehead—Sir, I rise to
give notice that at the next meeting of Council
I will ask six questions, and I lay a copy thereof
upon the table.

They were as follows:—

PROPERTY RESUMPTION AND COMPENSATION.

Will The Honourable The Colonial Sec-
retary endeavour to obtain from the Indian Gov-
ernment a statement or return shewing (1) the
conditions on which House properties sanitary
and insanitary and land have recently been
resumed in Bombay and elsewhere in India, (2)
the basis on which the values of house property
and land were arrived at, and (3) the basis on
which the compensation paid for resumed prop-
erties and land has been arrived at; and in
due course communicate the information to the
Council if the Honourable Member is not now
in a position to furnish the required particulars?

HOUSE ACCOMMODATION—SUBORDINATE
OFFICIALS.

Will The Honourable The Colonial Secretary
inform the Council whether the Government
will take into consideration the desirability and
expediency of adequately providing for the
decent housing of the subordinate officials and
employees of the Public Works, Harbour and
Sanitary Departments and report to the Council?

MAP OF ROADS AND STREETS.

In anticipation of Government being asked
to expose for sale Crown Land in Hongkong
and in British Kowloon or to grant leases of
land in the New Territory, and with a view to
safeguarding against repetition of the state of
affairs in respect of roads lanes, and buildings
at which now exists in Hongkong and
Kowloon, will The Honourable The Director
of Public Works inform the Council (1) whether
a clearly and well defined Map showing Roads
and Streets of adequate width has been or
will be prepared, (2) whether such Map
will in due course be submitted to this
Council, (3) when approved whether the same
will be recorded officially and shall not be
departed from without the sanction of the
Council, and (4) whether a copy of such Map
will be deposited in the Office of the Sanitary
Board for the information and guidance of
the Board's Officers?

STREAMS, NULLAHS AND WATER COURSES
PUBLIC PROPERTY.

Will The Honourable The Director of
Public Works inform the Council whether the
Government will lay down a rule or regulation
to come into force on an early date to be ap-
plied, to the effect that all streams, nullahs and
water courses in Hongkong and in British

Kowloon the property of the Crown shall be
retained as Crown property together with a
margin of 50 feet on either side from the
centre line of the stream or nullah now Crown
property and that the said margin of 50 feet
shall not be granted or devised without the
sanction of this Council and that the same
regulation where practicable shall apply in
respect of streams, nullahs and water courses
in the New Territory leased by the Govern-
ment of China to the British Government?

WATER SUPPLY.

In consequence of the daily diminishing
supply and of the fact that the water is now
only turned on in the City one hour per day,
will The Honourable The Director of Public
Works inform the Council whether the Govern-
ment will take into consideration the advan-
tages of immediately increasing the number
of water stations along the Praya so as to give
an increased supply of water and in some
measure alleviate the inconveniences and
sufferings of those concerned?

INCREASED WATER STORAGE.

Will The Honourable The Director of
Public Works inform the Council whether the
Government has taken the necessary
measures to temporarily provide, if it
be possible to do so, in the time now
available, for an adequate or additional
water storage capacity should there be a short
rain fall this season, so as to safeguard the
Ratepayers and the people from again next
year suffering the inconveniences and evils
arising out of a water famine, and state how
much additional water storage has been pro-
vided, if any, since the 1st of January this year,
and how much additional storage it is estimated
will be provided between now and 31st January
1903?

CROWN LEASES.

The Acting Attorney General moved the first
reading of a Bill entitled an Ordinance to
repeal certain Crown Leases and Agreements
for Crown Leases, and to grant rights by the
Crown, from the operation of sections 3 and 4
of the Foreshores and Sea Bed Ordinance,
1901.

The objects and reasons given are as follows:—
Since the earliest days of Colony it has been
the practice for the Crown to erect and maintain,
and to grant permission to erect and maintain,
piers over the Crown foreshore (including the
sea bed) in cases in which the Governor has
deemed such erection and maintenance to be
expedient and proper. Care has, of course,
been taken in so doing to avoid interfering
with any special rights of access to, and egress
from, the sea, claimed by Marine lot owners.

In a large commercial port like Hongkong,
such piers are necessary in order to afford
proper facilities for commerce and passengers.
When such piers are of ordinary dimensions and
the Harbour Master has reported that they are
unobjectionable so far as the requirements of
harbour navigation, etc., are concerned, no
one ever suggested before the passing of the
Foreshores and Sea Bed Ordinance, No. 21 of
1901, that any public rights of navigation or
fishing are substantially interfered with, even
assuming them to exist.

The Law of England was, by Ordinance No.
6 of 1845, section 4, introduced into the Colony
"except where the same shall be inapplicable
to the local circumstances of the said Colony
or of its inhabitants" and, rightly or wrongly,
it has never been understood that public rights
of navigation and fishing existed of such a kind
as to render the erection of a pier, sanctioned
by the Crown, a public nuisance interfering
with such rights.

The wording of the Foreshores and Sea Bed
Ordinance, 1901, has, however, given rise to
doubts as to the legality of permitting the
erection and maintenance of piers, unless the
preliminary requirements of that Ordinance
have been complied with. This occasioned
much public inconvenience.

Where a Lease of the actual soil of fore-
shore and sea bed becomes necessary, as for
instance, for a wharf of solid masonry, it may
be practicable to comply with the requirements
of that Ordinance. But in the case of ordinary
piers the only thing granted and deemed is
"the right of erecting and maintaining a pier
in, upon, over, across, and above, so much of
the Crown foreshore and Crown land covered
with water, situate at..... as is shown on the
plan hereto annexed and thenon coloured red"
(see ordinary printed Form in use). Here
it would seem strange to insert a covenant, for
instance, "reserving to the Crown all mines
and minerals under the demised lands" see
section 4 (5-6) of Ordinance 21 of 1901,
especially as no lands are actually demised.
Yet this is required, if the Foreshores and Sea
Bed Ordinance applies to such piers.

It was only quite recently that the Pier
question was supposed to be settled by Ordina-
nce No. 37 of 1899, as amended by Ordinance
No. 17 of 1900, and it was not intended to
affect that settlement by the Foreshores and
Sea Bed Ordinance.

It appears, therefore, to be best, in the
interests of the Colony, to provide that such
Ordinance shall not be deemed to extend to
cases where only the right of erecting and
maintaining a pier or wharf in, upon, over,
across, and above, Crown foreshore and Crown
land covered with water is granted or deemed
and that it shall not apply in any case where,
in the opinion of the Governor in Council, no
substantial interference with public rights of
navigation or fishing is likely to result from a
demise of Crown foreshore or sea bed.

The Acting Colonial Secretary seconded and
the Council agreed.

SALARIES IN STERLING.

The Acting Attorney General moved the first
reading of a Bill to amend the law relating to
the salaries and emoluments of certain officers
in sterling.
The Acting Colonial Secretary seconded and
the Council agreed.

**COTTAM & CO. FOR WASHING
CLOTHES.**

THE POPULAR
SCOTCH
IS
"BLACK & WHITE."



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING.

SOLE AGENTS:

LANE, CRAWFORD & CO.,

HONGKONG.

BANJOS

STEWART AND BAUER'S

"O2th Century" and "Thoroughbred"

also

"WASHBURNS."

**MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.**

THE ROBINSON PIANO CO., LIMITED,

Hongkong, Shanghai & Singapore.

Hongkong, 28th January, 1902.

NATURALIZATION

The Acting Attorney General moved the first reading of an Ordinance for the Naturalization of Ho Ngok Lau alias Ho Ngok, alias Ho San Lam.

The Acting Colonial Secretary seconded. Agreed.

RENT CLAIMS.

The first reading of an Ordinance to facilitate the hearing and determination of claims to rent in respect of land in the New Territories was moved by the Acting Attorney General.

The Acting Colonial Secretary seconded. Agreed.

DANGEROUS GOODS.

An Ordinance to further amend the law relating to dangerous goods enacts that aqua fortis and vitriol as well as phosphorus be included in the Bill.

The first reading was moved by the Acting Attorney General. The Acting Colonial Secretary seconded. Carried.

THE NEW TRAMWAY.

The Acting Attorney General moved the third reading of Bill entitled An Ordinance for authorizing the construction of a Tramway within the Colony of Hongkong. He said:—This Bill has passed through the second reading and has been before the Committee and was sent home. Suggestions were made at home and, therefore I move that the Council resolve itself into Committee.

The Acting Colonial Secretary seconded and the Council went into Committee.

Upon resuming, the Acting Attorney General said if there were no members of the Council who thought the alterations in two of the sections were not material he would propose its third reading.

The Acting Colonial Secretary seconded.

The Hon. Whitehead said he saw no objection, and presumed that the Bill as stood met the requirements of the Tramway Company. The Hon. Chater observed that he had seen the agents of the promoters of the Bill and they appeared to be satisfied.

The Bill was then read a third time and passed.

AMENDMENT.

The Acting Attorney General also moved the third reading of the Bill entitled An Ordinance to amend the scope of the Tramways Ordinance, 1883 (No. 6 of 1883), and the Tramways Ordinance Amendment Ordinance, 1883 (No. 18 of 1883).

The Acting Colonial Secretary seconded and the Council agreed.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held under the presidency of the Acting Colonial Secretary.

The Financial Minutes were then considered as follows:—

No. 13.—The Officer Administering the Government recommends the Council to vote a sum of Five hundred and fifty Dollars (\$550) to meet the estimated cost to be incurred for Personal Emoluments and Other Charges in connection with the establishment of the Kowloon British School during the current year.

ABSTRACT.

Personal Emoluments.—
2 Coolies (1 at \$66 and 1 at \$84 per annum) for 10 months.....\$ 150.00
Furniture.....100.00
Books.....100.00
Incidental Expenditure at \$20 a month for 10 months.....200.00

Total.....\$ 550.00

The Committee agreed to recommend the vote.

TRAINING NULLAH.

No. 14.—The Officer Administering the Government recommends the Council to vote a sum of Nine thousand Dollars (\$9,000) to meet the estimated cost to be incurred for training the nullahs in the neighbourhood of the Richmond Road and Macdonnell Road during the current year.

The Acting Colonial Secretary pointed out that such a course had been highly recommended by Prof. Simpson. It was only a part of the cost and the total would be about \$25,000.

The Hon. Chatham—I think about \$25,000 or \$27,000.

The Hon. Whitehead.—What is the cause of the necessity for the retraining and alteration? The Hon. Chatham—I am not aware there is any retraining mentioned. They are natural streams which it is proposed to train for the first time.

The Acting Colonial Secretary.—They have never been trained before and it is thought it would be a good thing for the health of the Colony.

The Council resolved to recommend the vote.

ELECTRIC LIGHT AT THE CIVIL HOSPITAL.

No. 15.—The Officer Administering the Government recommends the Council to vote a sum of One thousand and four hundred Dollars (\$1,400) in aid of the vote of \$9,000 for Electric Light Installation at Civil Hospital, under the heading Public Works Extraordinary.

It was pointed out that this matter had been omitted from the estimates.

Agreed to recommend the vote.

PLAGUE EXPENSES.

No. 16.—The Officer Administering the Government recommends the Council to vote a sum of Two hundred and sixty thousand dollars (\$260,000) in aid of the vote of \$10,000 for "Plague Expenses" under the heading Miscellaneous Services.

The Acting Colonial Secretary pointed out they were spending a great deal of money on the plague, and it was thought they had better get the sanction of the government in future before doing so.

The Hon. Chater.—Might I ask, Sir, how much has been spent on the plague this year?

COTTAM & CO. FOR GENTS' BATHING GEAR.

The Acting Colonial Secretary—\$64,921 during January, February and March.

The vote was agreed to be recommended.

CORONATION ILLUMINATIONS.

No. 17.—The Officer Administering the Government recommends the Council to vote a sum of Three thousand Dollars (\$3,000) to meet the estimated cost to be incurred for illuminating certain Public Buildings in connection with the forthcoming Coronation celebrations in the Colony.

The Acting Colonial Secretary pointed out that on the last occasion not quite so much was spent, and the present amount was thought desirable on account of exchange.

This was all the business.

THE VOLUNTEER CORONATION CONTINGENT.

There is a movement on foot to entertain at dinner on Saturday, 10th instant, the officers and men of the contingent about to proceed to England for the Coronation Ceremonies. The Hon. C. P. Chater has already kindly lent his spacious bungalow at Kowloon for the occasion.

FIRE IN QUEEN'S ROAD CENTRAL.

SUSPECTED, ATTEMPTED INCENDIARISM.

The peaceful slumbers of the inhabitants were rudely awakened this morning at 1.30 by the clanging of the fire-bell. Information elicited that an outbreak had occurred at No. 355 Queen's Road Central occupied as a medicine shop. The building, which is a three storied one, was completely gutted. The Fire Brigade, under Acting-Deputy Superintendent Mackie and Mr. Macdonald, promptly arrived on the scene, and with a copious supply of water soon had the flames in check. The Insurance Companies involved are the Commercial Union, and the Hung On. The former to the extent of \$100,000, and the latter to \$4,000. The cause of the outbreak has as yet not been ascertained. On the outbreak, a curious incident occurred, and went most strongly to show that it was an attempted case of incendiarism. The shop in front, No. 318, directly opposite, the house in flames soon showed unmistakable signs of another outbreak. The police and the fire brigade men with commendable promptitude made for the house in question and with the aid of a hand pump, soon got the flames under control. It was then found out that the outbreak originated in a corner on the landing of the second floor, where bundles of straw neatly done up and bearing evident signs of being well saturated with kerosine oil, were found. The master of the shop was at once arrested on suspected arson but he most emphatically denied the charge, and stated that he thought it was caused by a spark from the burning house in front. At any rate his arguments were of no avail. On the question of fires, which has been of such frequent occurrence of late, it behoves the authorities in charge to keep a sharp eye. The Chinese knowing that there is at present a scarcity of water, combined with the apparent ease with which others who have had their shops either accidentally or purposely burned, get off with no enquiries of whatever description held, and also of the enormous insurance money they generally receive, must indeed prove a temptation to them. Our readers are aware of the heavy punishment which Sir John Carrington imposed on the perpetrators of the last incendiary fire, and should the above facts with undoubted evidence of the attempted incendiarism be proved we hope the Authorities will mete out the punishment for which the party or parties so richly deserve.

PRINCE KOMATSU IN HONGKONG.

His Highness Prince Komatsu special Representative of Japan at the Coronation ceremonies arrived in Hongkong on Monday in the German Mail *König Albert*, on his way to England. On the same day he paid a visit to Vice-Admiral Sir Cyprian Bridge on board his flagship the *Glory*. The harbour presented quite a lively appearance when the Prince left the German liner. The journey to and fro was made in a gaily-decorated boat with green awnings, towed by a smart pinnace and accompanied by two torpedo-boat destroyers. A party of bluejackets and marines were drawn up to receive the distinguished guest, and when the Prince stepped his foot on the clean decks of the *Glory* he was greeted with the Japanese National Anthem. He also called on Major-General Sir W. J. Gascoigne K.O.M.G., the Officer Administering the Government, at Head Quarters House. An escort of Sikh police under Sergeant Gaird was in attendance. The Prince and suite left to-day at noon for Europe by the *König Albert*.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, at 4.15 p.m.

AGENDA.

1. Report by the Medical Officer of Health relative to the closing of the well at No. 85, Wellington Street.

2. Application for permission to erect a water-closet and urinal in the extension block, Masonic Hall.

3. Return of rats for the week ended April 14th, 1902, together with a minute thereon by the Medical Officer of Health.

4. Morality Statistics for the week ended 5th April, 1902.

5. Letter from the Consul-General for Portugal relative to plague and cholera at Macao.

6. Lime-washing: Return for the fortnight ended April 12th, 1902.

7. Report of the cleansing work in Kowloon for the fortnight ended April 26th, 1902.

8. Correspondence relative to the erection of two houses on K.I.L. 707, Tai Kok Tsui.

COTTAM & CO. FOR TRESS'S STRAW AND FELT HATS.

A JAPANESE BOHOONER ABANDONED.

Captain J. T. Davies of the S.S. *Onsang*, which arrived here yesterday reports that he experienced heavy rain and moderate easterly winds on leaving port, increasing to N.E. gale on the following day with a rough high sea. When in lat. 33 to N. and long. 128.17 E., a dismantled vessel was sighted flying signals of distress. The *Onsang* was immediately hove to and a life-boat despatched in charge of the second and third officers. They safely brought off the disabled schooner's crew, who stated that they wished to abandon her. The derelict is a Japanese vessel of about 30 tons with foremast only standing. She was afloat when last seen by the *Onsang*, but her crew averred that she was in a sinking condition. The weather moderated somewhat next day and light, variable winds and dense fog experienced by the *Onsang* until she reached port.

PLAGUE RETURNS.

A return showing (a) the Number of Cases of Bubonic Fever (Plague) which have been notified as occurring in Hongkong, during the day ended noon of 30th April, 1902, and (b) the localities in which they have occurred.

Health District.	Streets.	House Numbers.	Remarks.
28	8	10	Chinese, dead
29	10	10	Chinese, dead
30	10	10	Chinese, dead
31	10	10	Chinese, dead
32	10	10	Chinese, dead
33	10	10	Chinese, dead
34	10	10	Chinese, dead
35	10	10	Chinese, dead
36	10	10	Chinese, dead
37	10	10	Chinese, dead
38	10	10	Chinese, dead
39	10	10	Chinese, dead
40	10	10	Chinese, dead
41	10	10	Chinese, dead
42	10	10	Chinese, dead
43	10	10	Chinese, dead
44	10	10	Chinese, dead
45	10	10	Chinese, dead
46	10	10	Chinese, dead
47	10	10	Chinese, dead
48	10	10	Chinese, dead
49	10	10	Chinese, dead
50	10	10	Chinese, dead

NOTES ON NATIVE AFFAIRS.

CHINESE DEBTORS OF THE RUSSO-CHINESE BANK.

A Newchwang dispatch states that there was quite a panic the other day in native mercantile circles in that city, owing to the issue of a proclamation by the Russian Superintendent of Trade—who is undertaking the duties which used to belong to the Taotai of that port. It appeared that during the disturbances in Manchuria in 1900 and afterwards there was a great scarcity of silver, causing a serious depression in the trade of Newchwang and Moukden. The Russo-Chinese Bank, however, showed a willingness to accommodate, and native merchants and traders, tempted by the favourable terms offered as well as being pressed by the exigencies of their forward contracts, borrowed in large numbers from the Russian Bank. Then the day for repayment of the loans began to loom up in the horizon, and borrowers began to feel uneasy, finding themselves unable to pay up in time. Then the other day the proclamation noted above appeared, informing native borrowers they would be required under pain of the law to meet their debts to the Russo-Chinese Bank on the dates formally agreed upon. Chinese merchants by experience have a wholesome fear of officials, and the appearance of an official proclamation naturally created something very like a panic amongst the traders. A petition it is said has since been sent to the Russian Bank praying for an extension of time, but so far there has been no definite answer made to it. Rumour even has it that the terms of the loan contracts entered before so willingly (guileless?) by the Chinese merchants have so bound them that the "situation" will probably assume a political aspect, in time.

THE GENERAL ABOLITION OF LIKIN.

It is reported from Peking that the Grand Secretaries Yung Lu and Wang Wen-shao and Viceroy Liu K'un-yi are not at all against the scheme of Likin Abolition, while the notorious Conservative Lu Ch'un-lin, President of the Board of Revenue, is tooth and nail against it. As for Viceroy Chang Chih-tung, he is not so strong against it as Lu Ch'un-lin—"sitting on the fence as usual," as one may say—but fears that, with the complete abolition of the tax the revenues of the Imperial Maritime Customs will not turn out equal to fulfilling the double burden laid on it in furnishing the wherewithal to meet the ordinary expenses of the provinces.—*N. C. D. News.*

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Levi*, from Marseilles, April 6.—To Batavia: Mr. J. de Hart.

Per Messageries Maritimes steamer *Salazie*, connecting with the steamer *Armand Bellet*, at Colombo, from Marseilles, April 20.—To Hongkong: Mr. Delaunay. To Singapore: Mr. Chas. Broderick, C.M.G.

Per Norddeutscher Lloyd steamer *Pfingst Regent*, Liverpool, from Bremen, March 20 and Southampton, March 22.—To Yokohama: Mr. A. H. Heath. To Shanghai: Messrs. Brainer, Williams, Mr. Bassler, Rev. and Mrs. Woodward, Misses Buren, Janzen, Mr. and Mrs. Bergling and family, Mrs. Stallaheuer and child, Miss Foreberg, Messrs. Hugo Linder, Wm. Wilson, Mr. Loeke, Mrs. Neville May and child, Messrs. J. Goldie, A. Nicholas, Mr. and Mrs. Gibb and child, Mr. Hardy.

Per Norddeutscher Lloyd steamer *Preussen*, from Bremen, April 10 and Southampton, April 12.—To Batavia: Mr. Uttersager and family, Mrs. T. T. Coulton, Miss Brown, Messrs. Dias, Price. To Hongkong: Mrs. Johnson.

Per Rotterdam Lloyd steamer *Stemmer*, from Rotterdam, March 8.—To Batavia: Sister Clementine Chassens, Sister Columba Bloemen Sister Subetha to Winkel, Sister Loyola Houben, Sister Cyrella van der Sande, Sister Gertrude Keoson, Sister Philipp a Alois, Sister Relinda ten Brink, Sister Guida Benneker, Messrs. F. von Eck, A. de Lange, G. M. Speckelink, Mr. and Mrs. G. H. Rodan and children, From Marseilles: Mr. and Mrs. H. E. Curry and 2 children, Mr. and Mrs. C. L. Laurent, Mr. P. C. Williams Miss T. C. A. H. Thiene.

Batavia Netherlands steamer *Koning Willem III.*, from Amsterdam, March 2.—To Batavia: Messrs. A. S. Ruzette and daughter, F. Oberlander, Mr. and Mrs. W. de Vos tot Nederveen Cappel, Mrs. S. Wit-Bakker, Messrs. M. Pool-Knoops, P. A. van Veen, Mr. and Mrs. L. Luxand 3 children, Messrs. F. Dekker, A. Harrel, K. Verma. From Genoa: Mr. and Mrs. J. Redemus and 2 children, Mrs. M. J. Koch-Saunders, Mrs. A. van Meeverden-Oudemans and daughter, Mrs. Wed. A. van Dyleveld-Sueter, Mrs. L. M. Janssen-Andeweg, Miss H. M. C. Bismekamp, Mr. and Mrs. G. P. Oldeman, Mr. and Mrs. J. H. de Heer, Mr. and Mrs. G. P. Oeremolien, Mr. and Mrs. A. A. Sangster and a child, Mr. and Mrs. A. W. Andriess, Messrs. W. F. Mallette de Buy Weniger, P. Penster, A. E. F. Muller, J. Pull, Mr. and Mrs. G. A. Fokker and 3 children, Messrs. P. J. Hoch and daughter, J. C. v. d. Meer Mohr, J. A. Munnika de Jongh, Mrs. A. M. Stoff-Lucardie, Mr. and Mrs. B. Schuring and a child, Mr. and Mrs. W. F. Zuur, Misses C. Moorman, A. A. W. Brewer, Mr. H. J. Aningsh, Mr. and Mrs. S. de Royter and 3 children, Mr. E. H. M. Uijde, Mr. and Mrs. D. Rottier, and a child, Mr. Th. B. Haasman, Mr. and Mrs. H. C. v. d. Wyck, Messrs. M. D. Klitscoer, Ch. J. I. M. Welter, G. Engelbert, W. A. Vermeer, C. C. Nollet, W. I. M. Jansen, P. H. Andeweg, G. J. van-Bijsteld and daughter, Miss A. B. Stoll, Mr. G. Stieglitz and child, Messrs. J. de Ouden, Th. C. Termonian and a son, G. P. Bonn, J. H. P. Mayo, H. J. Scholte.

COTTAM & CO. FOR SUMMER UNDERWEAR.

Intimations.

NOTICE.

CELEBRATION OF THE CORONATION OF THEIR MAJESTIES THE KING AND QUEEN.

THE following Programme for the Celebration of the Coronation of Their Majesties has been drawn up by the General Committee appointed by H.E. the Officer Administering the Government for this purpose.

That THURSDAY, 26th JUNE and FRIDAY, 27th JUNE, be kept as PUBLIC HOLIDAYS in the Colony.

THURSDAY, 26th JUNE.

At 10.30 A.M. a Meeting be held of the Executive and Legislative Councils, at which invited guests will be present, at the Council Chamber, when a telegram to H.M. the King will be voted.

At 11 A.M. a Service to be held at the Cathedral. The Catholics to be invited to hold a Service at their Cathedral on the same day.

Review of Troops at the Happy Valley at 5 P.M.; to be followed by a musical performance.

A Chinese Flower Show to be held on the Praya in front of the Market during the two days.

FRIDAY, 27th JUNE.

At 11 A.M. an Address or Addresses to be presented to His Excellency the Officer Administering the Government at the Council Chamber or Government House to be presented to His Majesty the King.

At 5 P.M. H. E. the Officer Administering the Government will turn the first sod of "The King's Park," Kowloon. Launches will run from Blake Pier to convey the Public to the ground.

At 9 P.M. the town will be illuminated. Private individuals and the Shipping Companies are invited to join in the illuminations. Fireworks will be exhibited on the Clock and/or Parade Grounds. A Fish Procession will pass through the streets, the route of which will be notified hereafter. Fireworks will also be displayed in the harbour and/or on Blackhead's hill.

A donation to be given to the British Sailors, Soldiers and Police in the Colony to enable them to have a special dinner in honour of the occasion, or in place of this a memento of the Coronation (in the form of a medal) will be given to them as may hereafter be decided by the Committee.

SATURDAY, 28th JUNE.

At 4.30 P.M. a Tea with music to be given at the City Hall to the wives and families of the Sailors, Soldiers and Police; also to the children of the Diocesan School, the French and Italian Convents and the Baxter School.

On leaving, each child will be presented by His Excellency the Officer Administering the Government with a Coronation Medal.

In order to defray the expenses incident to the above celebrations, the public are invited to subscribe. Lists will be circulated by the Honorary Treasurer, Mr. J. R. M. Smith, and the leading Hotels, Stores and Clubs will also be requested to exhibit lists.

It is estimated that the sum of \$30,000 will be required. Should there be any surplus after paying all expenses this will be devoted to such permanent memorial of the Coronation as shall be hereafter decided by the Committee.

By Order of the General Committee.

E. A. HEWETT,

Hon. Secretary.

"The item as to 'The King's Park' is included in the programme provisionally pending the final decision of the Government in the matter."

Hongkong, 26th April, 1902. [483d]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Company's Directors, held at the Company's Office, No. 2, Connaught Road, Victoria, Hongkong, on Tuesday, the 15th April, 1902, it was resolved that a CALL of \$2.50 and \$1.50 premium (\$4 in all) per Share should be and the same was thereby made upon all holders of partly paid-up Shares in the Company, such Call to be payable on the 1st May, 1902, to the Hongkong and Shanghai Banking Corporation at their Offices at Victoria, Hongkong.

If the above Call be not paid on or before the said 1st May, 1902, interest thereon at the rate of 12 per cent. per annum from the said 1st May, 1902, till actual payment will become payable.

Upon presentation at the Company's Office of the Bankers' Receipt for payment of the Call, together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors, EDWARD OSBORNE, Secretary.

Hongkong, 16th April, 1902. [448d]

WANTED.

FURNISHED ROOM for Married Couple for Two or Three Weeks. Terms must be moderate.

Apply "H."

C/o This Office.

Hongkong, 19th April, 1902. [464d]

WANTED.

A YOUTH to act as JUNIOR REPORTER, one with a knowledge of shorthand preferred.

Apply by Letter to "JOURNALIST," C/o This Office.

Hongkong, 8th March, 1902. [295d]

WILLIAM MACLEOD, D.D.S., DENTIST.

Beaconsfield Arcade, Nos. 11 and 12, and Floor. [77d]

EDUCATION: WEI-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines.

Pupils prepared for the Public Schools, the Royal Navy, and for commercial life.

Bracing climate. Healthy situation, facing South.

Summer term begins May 5th.

PRINCIPALS: HERBERT L. BEER, London University, L.C.P., sometime Assistant Master of Trinity College, Cornwall.

CHAS. E. BEER, London University, L.C.P., late of Queen Elizabeth's Grammar School, Blackburn, Lancs.

20th February, 1902.

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

W. BREWER & Co. SLAZENGER'S TABLE TENNIS \$7.50 & \$10. (Vellum Rackets).

New Stock.—Tennis Rackets.

Tennis Balls.

Tennis Nets.

New Stock.—Gentlemen's Black Kid Boots and Shoes.

Hongkong, 23rd April, 1902. [34d]

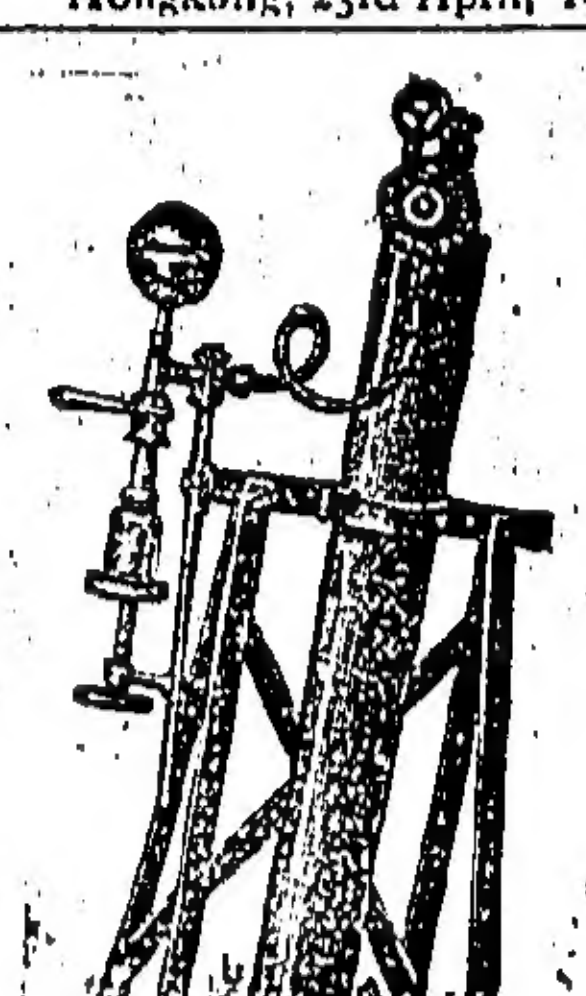
NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

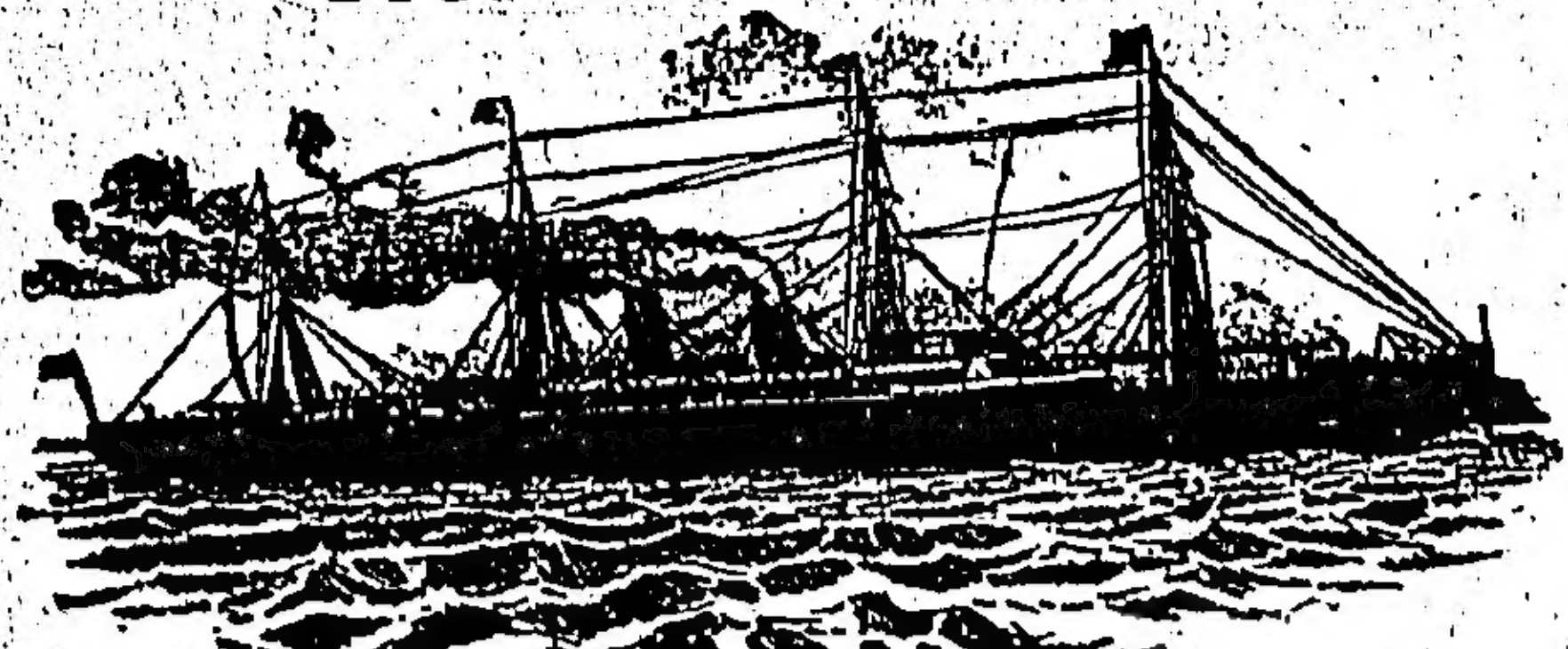
The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO. Hongkong, 29th July, 1901. [733c]



NEW YORK LIFE INSURANCE CO.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 6th May, at Noon.
"GALIC"	THURSDAY, 15th May, at Noon.
"HONGKONG MARU"	FRIDAY, 23rd May, at Noon.
"CHINA"	SATURDAY, 31st May, at Noon.
"DOBIO"	SATURDAY, 7th June, at Noon.
"NIPPON MARU"	TUESDAY, 17th June, at Noon.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 6th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

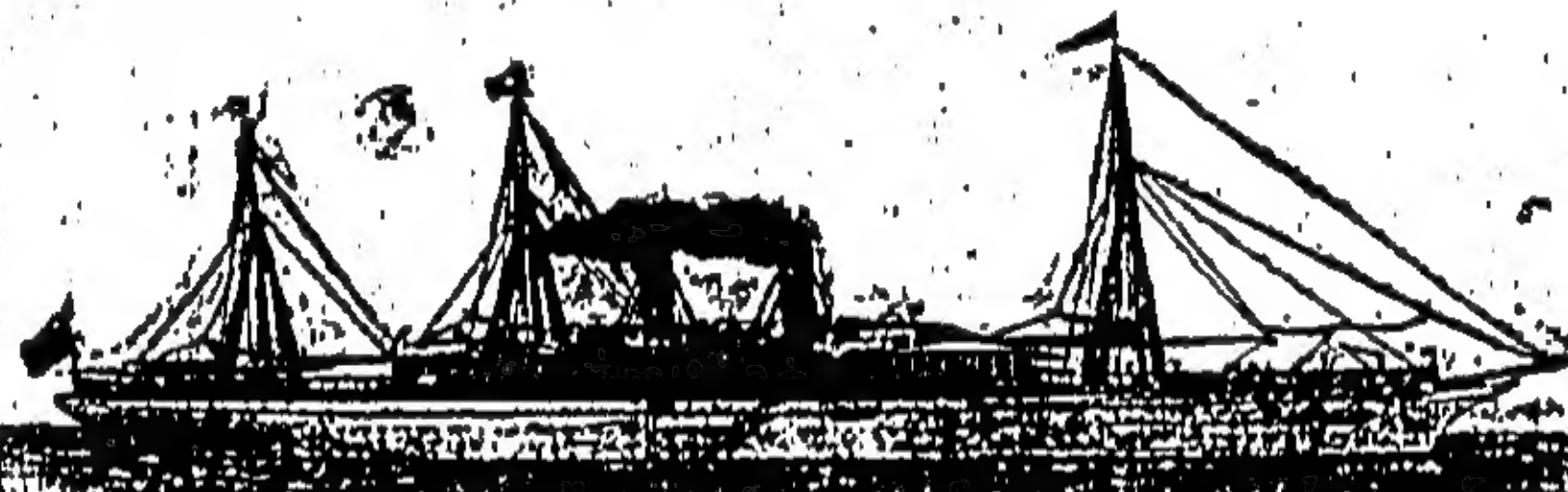
Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 29th April, 1902.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 14th May.
"ATHENIAN"	Comdr. H. Mowatt	WEDNESDAY, 21st May.
"EMPRESS OF CHINA"	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 4th June.
"TARTAR"	Comdr. E. Betham, R.N.R.	WEDNESDAY, 21st June.
"EMPRESS OF INDIA"	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 25th June.

THE magnificent-Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Federation Street.

Hongkong, 23rd April, 1902.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ADRIA	HAVRE and HAMBURG.	10th May.	Freight.
Knauth	(Calling at SINGAPORE and COLOMBO).		
SAXONIA	HAVRE and HAMBURG.	21st May.	Freight.
Jaeger	(Calling at SINGAPORE and PENANG).		
SERBIA	HAVRE and HAMBURG.	4th June.	Freight.
Rehmer	(Calling at SINGAPORE and COLOMBO).		
SEVIA	HAVRE and HAMBURG.	18th June.	Freight.
Borde	(Calling at SINGAPORE and PENANG).		
STRASBURG	HAVRE and HAMBURG.	1st July.	Freight.
Madel	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 14th April, 1902.

UNCLAIMED LETTERS AT POST OFFICE.

Letters for the following persons lie un-
claimed at the Post Office—

Andersen, K.	Huttoy, Leon
Allix, Maurice	Holland, T. D.
Addies, M.	Hammer, F.
Ah Yau	Hammam, Singh
Alaraka Siaad	Herby, Miss F.
American Commercial	Huxham, H.
Co., Ltd.	Howard, W. H.
Auterson, Mr.	How, Mrs. Jun.
Alva	Haertel, Jean
Arman, Chas. K.	Hlavacek, Joan
Alderassen, M.	Howell, E. A. R.
Agentur	Hieber, G.
Aparrado No. 65	Hatvel, Capt. R.
Ahern, John	Hang, Mrs. A.
Awudi, Ichae	Harris, F.
Anderson, D.	Hooker, D. M.
Amy, F. O.	Henderson, L.
Abbott, Miss H.	Hecker, E. W.
Brown, M. M. & E. D.	Hecker, Capt. G.
Boota Singh	Henbel, A.
Bowie, Dr.	Hohner, M.
Bennett, E. F.	Jaggoo
Burkittell	Joseph, S.
Budge, James	Johnstone, Mrs. L. F.
Bailey, E.	Jones, Miss H.
Bach, A. H.	John, R.
Bryan, Miss E. V.	Jawahir, Singh
Bristowe, L. W.	Jawar, A.
Bell, Mrs.	Jordan, E. P.
Hire, Conrad de	Jones, Frank
Brown, Thomas	Khuaj Bakot
Barnier, G.	Kikuchi, T.
Bradrid, Din	Kistner Alfred
Banks, C.	Kershaw, E. P.
Baele, A.	Kollinger, A.
Bell, C.	Kemp, W. L.
Boys, Capt. G. H.	Kelades, G.
Beeding, Mrs. D. W.	Kohn, Jacob
Baradat, Mon.	Kerr, Mark
Boken, T.	Kost, Mr. & Mrs.
Bildt, D.	Krell, Mrs.
Benits, Mestres	Krell, N.
Beirt, Char	Linnard, D. M.
Boulard, J.	Lang, R. R.
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NO BETTING, NO RACING.

DUKE'S CANDID OPINIONS ON THE NOBLE SPORT.

The best evidence yet given to the Lords Committee on betting from the man in the street's view was that of the Duke of Devonshire. It was set out like a proposition of Euclid.

Racing by itself is a pure and useful sport, tending to improve the breed of horses. Betting will expire from inattention if betting be stopped. Betting is neither wrong nor immoral. Therefore let betting go on, within limits.

The Q.E.D. is, after all, superfluous in face of his Grace's crisp declaration that betting cannot be done away with by any manner of means. He had the Committee in a cleft stick with this. "No one can stop me wagering if I choose to. This being so, how are you going to draw a line between my betting with your chairman (Lord Durham), for instance, and my doing the same thing with a book-maker?"

The ragged fringes of betting are what the Duke would cut off, had he his way. Tipsters' advertisements are objectionable; rogues who try to suborn stable boys; are worse; and the lowest deep is inhabited by the "shady" book-makers who entice women and children to bet.

There was no proved need for licensing decent bookmakers; but on that point he offered no decisive opinion. Even now the barker was not sure of his winnings; how was the public to be safeguarded against a man who wanted to be dishonest?

Part answer to this question came from Mr. W. T. Jones, an Australian owner, who described the Colonial system of licensing "bookies." They had to deposit large sums with the turf clubs, and this is forfeited in case of default.

The Duke agrees with other witnesses that heavy gambling on races has largely died out among the upper classes. It was true that more people bet nowadays than used to thirty years ago, and why? Because there are more people in the country.

But he was most emphatic on the value of racing as a spur to horse-breeding and a great national industry. He would view with regret the closing of courses on which the "all star" colours are so often seen.

Mr. John Porter, the trainer, looks on starting-price betting as the root of the evil among the working classes. For himself, he never bets, even when there is a "good thing" on, and he imposes the same self-denial on his stable boys.

Perhaps the funniest thing of the inquiry, or the century, happened before the Committee adjourned.

The Hackney V. M. C. A. had held mass meetings to denounce betting evils, though that is not the humorous fact. The association had received a letter from Colney Hatch written by an inmate, who blamed the betting and gaming fever for the presence of a majority of his fellow residents in that institution.

"Quite sure he's an inmate?" asked Lord Newton.

Witness: Yes, my lord.
Lord Newton: That's all, thank you.

CABIN ACCOMMODATION.

In spite of all that has been said of late about foreign competition and the encroachment of other countries on our ancient industries, especially the shipping industry, we think it will come as a surprise to most of our readers that by far the larger number of passengers crossing the Atlantic travel by French and German steamers. We make the statement on the authority of Mr. C. James, who has recently read a paper on the subject before the North-East Coast Institution of Engineers and Shipbuilders. He describes the fact almost wholly to greater attention paid by foreign lines to the comfort and convenience of voyagers. Passengers now expect the utmost luxury, and would be quite horrified at the cramped and severely plain accommodation which was offered half a century ago. Then the dining saloons and state-rooms were placed aloft, where the third-class quarters often now are. The first-class accommodation was over the propeller. The cabins were at the side of the ship, generally opening directly out of the saloon. The more modern arrangement is to have the principal dining saloon amidships, with the state-rooms at the sides, but not opening directly off the saloon, there being alleyways between each group of four rooms. At the end of each alley is a port. The cabins being usually placed two deep, the inner one is unpopular on account of closeness and want of light. It therefore lets at a lower price. To improve this Mr. W. A. Bibby, of the Bibby line, has recently introduced an arrangement which he describes as a "Tandem State Room." One side of the inner room is lengthened, so as to give access to the port in the ship's side, thus making an L-shaped room, embracing two sides of the outer room. Though this takes away one port and some space from the outer cabin, it makes the inner one much more comfortable not only because of the increased space and direct light and air gained, but because being away from the ship's skin it is cooler than the outside cabin. State-rooms now fitted round deck-houses are very popular, especially in hot climates. Single-berth cabins and cabins arranged in suites for families, are now much more introduced. Additional attention to comfort, as distinct from luxury, is a step in the right direction in ship design. We agree it would be a waste of money were lavished on the luxurious hangings and elaborate wood-carvings of the saloons, and more were spent on solid comfort in the cabins. Many passengers are obliged to spend a large part of their time in their berths. High art decorations in the saloons are of but small advantage to them.

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THE RAILWAY TO CHINA.

The *Englishman* says:—It was stated in the Indian Budget that the extension of the Mandalay railway to the Chinese frontier has been definitely abandoned. The *Pioneer* congratulates the Government on the decision. We have no desire to reopen an old controversy, but it is to be hoped that the decision of the Government is not absolutely final. It may be that money for railways is more urgently wanted nearer home, and doubtless the first call ought to be on communications within India itself. But we must also look ahead. There is to be found in the current number the *Geographical Journal* a remarkable article by Dr. Logan Jack, who was employed to report on some mining concessions secured by an English capitalist in the province of Szechuan, and made a journey across China from Shanghai to Bhamo. He concludes his article by a reference to the railway question. It has been said that those who know least about the nature of the country which the proposed railway is to traverse talk most about it. It will not be denied that Dr. Jack has had some practical experience. He came over the worst of

THE TWO SUGGESTED ROUTES and his deliberate opinion is that the "question of railway communication between Burma and Western China is bound to become very acute within a very few years, in spite of the attitude recently taken up by the Government of India." Dr. Jack, it is to be noted, lays no stress on the strategic value of speedy communication with China. It is from the commercial point of view that he thinks that we should obtain a footing in Western China before the French begin to tap it from below. He confesses that the two opposing lines will be difficult to construct, and the British perhaps more difficult than the French. But far greater engineering difficulties have been overcome by British engineers. The point is that the railway from Burma will be a real commercial high-road. Even now there is a great deal of trade. "No traveller who has seen the long caravans of coolies and mules carrying the products of the West—petroleum, candles, steel, tinned milk, tobacco, wool, cotton, and umbrellas—from Bhamo to Tali in spite of the frightful difficulties of a badly engineered and ill-kept road, can doubt that even now a desire to trade with Burma exists in China."

The *Irawadi*, says Dr. Jack, is

THE SEABOARD OF WESTERN CHINA, and it is for this reason that the possession of Bhamo has been the age-long aspiration of the Chinese. Dr. Jack concludes with a somewhat remarkable sentence. He says that what the Japanese have done Chinese are capable of doing. Once they awaken to the conditions of modern progress what is to hinder them from making the great railway themselves? The idea is startling enough, but there is nothing impossible in it. It would indeed be humiliating if the Chinese Government built a line to Kanton Ferry and then meekly asked us whether, in view of the great advantages likely to accrue to both Governments, we would grant them a concession to produce the line to the Goklet Gorge. We do not ignore the fact that engineers who have surveyed the country between Kanton and Tali-fu have remarked on the difficulties of the route, but the difficulties are not insuperable. Those who have followed the question may remember that it was first proposed to

EXTEND THE LINE INTO CHINA FROM BHAMO, but this suggestion was subsequently abandoned in favour of the Kanton route. Those who are in favour of this route are fully aware that the present traffic across the ferry is carried in a couple of small dug-outs, but the railway is meant to divert the trade that goes across from Bhamo to Tali-fu. Further the line would capture the trade from India that now goes into Yunnan from French territory. It is not generally known that the greater part of this trade consists of Bombay yarn, which has first to be shipped to Hongkong, and then taken back to Tonkin. Again a grand trunk line does not only serve existing trade. It fosters trade. As we have repeatedly shown, the Russian transcontinental railway has attracted trade where none existed before. Can it be seriously urged that there are fewer possibilities in Southern China than in the bleak highlands of Siberia or the wastes of Manchuria?

But apart from local and commercial considerations, there are great Imperial reasons why the railway should be built. The dream of Mr. Cecil Rhodes to drive a highway across the length of Africa was not based on the calculations of a petty shop-keeper. The term "railway power" has not come into general use, but it has only to be employed to at once raise in the minds of the hearer the

WIDE POSSIBILITIES OF POWER, INFLUENCE, AND WEALTH, which an international highroad must give to those who control it. The grasp that Russia has on her Asiatic dominions has been immeasurably strengthened by her bold and far-seeing railway policy. The distrust with which the English as a whole have viewed the attempts of other nations to gain possession of the railway route to India can be due to nothing else than an uneasiness with regard to the additional prestige the other nations would gain at our expense. From the above it follows that the railway from India to Tali-fu and thence on to the navigable limit of the Yang-tze would be a really Imperial possession. There is no reason why the business of building it should not be made an Imperial work. Nearly twenty years ago a syndicate of capitalists approached the home and Indian Governments and offered to construct a railway which would connect India with the European lines, if a three per cent. interest on the capital was guaranteed. The sum involved yearly was only £2,000,000, but the Governments concerned refused and are now suffering for their shortsightedness. It is highly probable that the land-route to India will now permanently fall into the hands of another and possibly hostile power.

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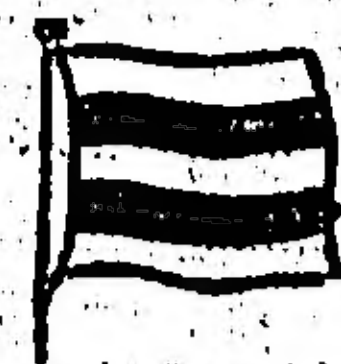
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THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Hongkong, 9th March, 1902. [12]

MAILS.
NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
KAMAKURA MARU MARSEILLES, LONDON & MID- SATURDAY, 3rd May, at
H. Petersen DILESBOURGH, VIENNA, PENANG, COLOMBO & PORT SAID Daylight
YAWATA MARU SYDNEY AND MELBOURNE, VIA SATURDAY, 3rd May, at
A. E. Moses THURSDAY ISLAND, TOWNSVILLE Noon
TOSA MARU VICTORIA, B.C. and SEATTLE MONDAY, 5th May, at
M. Christensen U.S.A., VIA SHANGHAI, MOJI, KOBE 4 P.M.
KANAGAWA MARU KOBE and YOKOHAMA FRIDAY, 9th May, at
J. Mackenzie MOJI, KOBE and YOKOHAMA Daylight
IDZUMI MARU SATURDAY, 10th May, at
C. H. Butler MARSEILLES, LONDON & ANT- SATURDAY, 17th May, at
INADA MARU WERP, VIA SINGAPORE, PENANG, Daylight
K. Kori COLOMBO and PORT SAID
KAGOSHIMA MARU MOJI, KOBE and YOKOHAMA TUESDAY, 20th May, at
K. Kori VICTORIA, B.C. and SEATTLE Noon
KAGA MARU U.S.A., VIA MOJI, KOBE and THURSDAY, 22nd May, at
J. W. Ekstrand YOKOHAMA 4 P.M.
SADO MARU KOBE and YOKOHAMA FRIDAY, 23rd May, at
W. Thompson BOMBAY, VIA SINGAPORE and Daylight
MIKE MARU COLOMBO FRIDAY, 23rd May, at
M. Yagi Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.
A. S. MIHARA, Manager. [16]

NORTHERN PACIFIC STEAMSHIP COMPANY.
PROPOSED SAILINGS FROM HONGKONG.
VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailings.
Clavering 3,328 D. Barton May 6
Duke of York 3,821 J. S. Cox May 10
Victoria 3,502 J. Pantou May 24
Tacoma 2,811 A. D. O'Connell May 31

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.
HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table. DOCTOR AND STEWARDESSE carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.
HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents. Hongkong, 22nd April, 1902. [13]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.
NOTICE.
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO.
PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 5th May, 1902, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 4th May. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent. Hongkong, 26th April, 1902. [1004c]

ST. JOSEPH'S COLLEGE, HONGKONG.
OWING to the insufficiency of accommodation in the present building, and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.
THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901.

TO LET.
THIRTEEN EUROPEAN HOUSES Nos. 20, 24, 26, 28, 30, 32, 34, 40, 44, 46, 48, 50 and 56, LEIGHTON HILL ROAD. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. No. 8, Queen's Road West, Hongkong, 29th April, 1902. [224d]

FURNISHED HOUSE TO LET.
To Let furnished for Six Months from the 15th of May.
No. 3, SELWYN VILLAS, KENNEDY ROAD, Five Rooms and use of Tennis Court. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th April, 1902. [486d]

TO LET.
HOUSES in CLIFTON GARDENS, CONDUIT ROAD, GODOWNS at BLUE BUILDINGS. HOUSES at CAUSEWAY BAY, facing the Polo Ground.
A HOUSE in RIVINGTON TERRACE, No. 11, MACDONNELL ROAD. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 24th April, 1902. [209c]

TO LET.
OFFICES in Ground Floor of DES VEAUX ROAD and ICE HOUSE STREET. For Particulars, apply to THE MEDICAL HALL, 70, Queen's Road Central, Hongkong, 4th March, 1902. [397d]

THE KENNELS' MAGAZINE GAP.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 5th March, 1902. [121d]

DROZ & Co.
WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864, ST. IMIER, SWITZERLAND.
SPECIALITIES: LEVER WATCH & CHRONOMETERS. TRADE MARKS: MAXIM, BERNA, &c.
REPAIRS OF WATCHES AND CLOCKS. Competent European experts at Moderate Rates.
No. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th March, 1902.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI and CHINKIANG	"HANGHONG"	3rd May.
Kobe and YOKOHAMA	"OHANGSHA"	5th May.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"AGAMEMNON"	1st May, 1902.
"	"DEUCALION"	7th "
"	"POLYPHEMUS"	14th "
"	"PELEUS"	21st "
"	"STENTOR"	28th "
"	"ALCINOUS"	4th June, "

HOMEWARDS.

FOR LONDON.	STEAMERS.	DUE.
"MACHAON"	"	13th May, 1902.
"GLAUCUS"	"	20th "
"AGAMEMNON"	"	27th "
"STENTOR"	"	4th June, "
"ALCINOUS"	"	11th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

STEAMERS.	DUE.
"ACHILLES"	20th May, 1902.
"PELEUS"	15th June, "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. & Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"INDRASHAMHA,"
between
HONGKONG and PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "INDRAVELLI," will be despatched for PORTLAND (OR.) on or about the 7th May.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.
For Freight, apply to
THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 3rd May.
FOR FOCHOW	"ANPING MARU"	K. Suzuki	WEDNESDAY, 7th May.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 11th May.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 14th May.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 30th April, 1902.



TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons.
Captain Tate, will be despatched hence for MANILA, on TUESDAY, the 6th May, at Noon.
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Prince's Buildings,
Ice House Street.

Hongkong, 24th April, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on THURSDAY, the 8th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th April, 1902.

Shipping.

STEAMER.

SHEWAN TOMES & CO.'S
NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"QUEENSLAND,"

Captain Gray, will be despatched for the above Port, on or about the 16th May.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 25th April, 1902.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SUMATRA,"

FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Himalaya.

From Australia, &c., ex S.S. Oceana.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 1st May, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 25th April, 1902.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAZAGON,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, &c., ex B.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 4th May, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 28th April, 1902.

Consignees.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"ALEXIA,"

FROM HAMBURG, ANTWERP AND STRAITS.

Captain Schönfeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forward unless notice to the contrary be given before NOON, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 5th May, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"AUSTRIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Venice, ex S.S. Apollo transhipped at Trieste.

From Trieste, ex S.S. Insuperator and Poseidon transhipped Bombay.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 4th May, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 4th May, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 28th April, 1902.

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "CLAVERING,"

FROM TACOMA, MURDOCK, VLADIVOSTOK, PORT ARTHUR AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 29th April, 1902.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 28th April, 1902.

Consignees.

NOTICE TO CONSIGNEES.

S.S. "INDRAVELLI,"

FROM PORTLAND (OR.) YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery of their Goods from alongside.

Particulars of the General Average requirements will be given on application at the office of the undersigned.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

ALLAN CAMERON,
General Agent.

Hongkong, 28th April, 1902.

Intimations.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Rostan, Robert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

Hongkong, 28th April, 1902.

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Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

Hongkong, 28th April, 1902.

Intimations.

Post Office.

A Mail will close—
 For Swatow and Shanghai—Per *Winglung*, to-morrow, the 1st May, at 5 p.m.
 For Canton—Per *Hankow*, to-morrow, the 1st May, at 7.30 a.m.
 For Bangkok—Per *Hongkong*, to-morrow, the 1st May, at 9 a.m.
 For Singapore—Per *Candia*, to-morrow, the 1st May, at 11 a.m.
 For Singapore, Samarang and Sourabaya—Per *Hinsang*, to-morrow, the 1st May, at 11 a.m.
 For Shanghai, Cheloo and Port Arthur—Per *Hermann*, to-morrow, the 1st May, at 11 a.m.
 For Macao—Per *Hinsang*, to-morrow, the 1st May, at 1.15 p.m.
 For Canton—Per *Powan*, to-morrow, the 1st May, at 5 p.m.
 For Canton—Per *Honam*, on Friday, the 2nd May, at 7.30 a.m.
 For Swatow, Amoy and Tamsui—Per *Haimun*, on Friday, the 2nd May, at 10 a.m.
 For Singapore, Penang and Colombo—Per *Kamataka Maru*, on Friday, the 2nd May, at 5 p.m.
 For Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Yavata Maru*, on Saturday, the 3rd May, at 11 a.m.
 For Ningpo and Shanghai—Per *Hansheng*, on Saturday, the 3rd May, at 4 p.m.
 For Swatow, Amoy and Tamsui—Per *Daigai Maru*, on Saturday, the 3rd May, at 5 p.m.
 For Europe, &c., India, via Taitorin—Per *Indus*, on Monday, the 5th May, at 11 a.m.
 For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle—Per *Tata Maru*, on Monday, the 5th May, at 3 p.m.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *City of Peking*, on Tuesday, the 6th May, at 11 a.m.
 For Kobe and Yokohama—Per *Changsha*, on Tuesday, the 6th May, at 4 p.m.
 For Europe, &c., India, via Taitorin—Per *Coromandel*, on Saturday, the 10th May, at 11 a.m.
 For Singapore, Penang and Bombay—Per *Blagovest*, on Tuesday, the 13th May, at 11 a.m.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, on Wednesday, the 14th May, at 11 a.m.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Atsuta*, on Wednesday, the 21st May, at 11 a.m.

RIVER STEAMERS, SCHOONERS, AND LOBOHAS.

Fetshan, British steamer, 1,425, Lossius—Hongkong, Canton, and Macao Steamboat Co.
Honam, British steamer, 1,377, H. D. Jones—Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,875, A. N. Patrick—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd—Butterfield & Swire.
Hol-lung, Chinese steamer, 400 tons, Captain—Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence—Tai On Steamship Co.
Pak Kong, British steamer—Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R.—Chinese Owned.

Hongkong and Macao.

Heungshen, British steamer, 1,055, W. E. Clarke—Hongkong, Canton and Macao Steamboat Co.
Macao and Canton
Lungshan, British steamer, 1,410, G. F. Morrison, R.N.R.—Hongkong, Canton and Macao Steamboat Co.
Kianglung, Chinese steamer, 583, R. J. Mackenzie—China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas—Hongkong, Canton and Macao Steamboat Co.
Satun, British steamer, W. Dixon—Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
ALBION, British steamer, 670, R. Curtis, 24th April—Bangkok 17th April, General—Jardine, Matheson & Co.
ALESIA, German steamer, 3,200, Schönfeldt, 28th April—Manila 25th April, General—Siemssen & Co.
APENADE, German steamer, 650, Ulderup, 28th April—Hohow 27th April, General—Jensen & Co.
ARIAKE MARU, Japanese steamer, 2,183, T. Tashiki, 26th April—Kuchinotsu 21st April, Coal—Mitsui Bussan Kaisha.
CANDIA, British steamer, 4,195, J. W. Andrews, 29th April—Shanghai 23rd April, General—P. & O. S. N. Co.
CHENG CHOW, British steamer, 1,213, H. C. D. Frampton, 28th April—Singapore 22nd April, General—Chinese.
CHERYLVA, British steamer, 1,574, R. Cox, 29th April—Moji 24th April, Coal—Jardine, Matheson & Co.
CITY OF PEKING, British steamer, 3,128, J. T. Smith, 27th April—San Francisco 29th Mar. and Shanghai 25th April, Mails and General—P. & O. S. N. Co.
CLARETINO, British steamer, 2,150, D. Barton, 28th April—Tacoma via Mororan, Vladivostok, Port Arthur, and Moji 15th Mar. General—Doddell & Co. Ltd.
ELITA NOSSACK, German steamer, 1,160, H. Bruhn, 27th April—Bangkok 20th April, Teakwood and Rice—E. A. Trading Co.
FRITTYVA, Norwegian steamer, 801, H. Harnleins, 29th April—Pessath 15th Mar. Coal—Order.
GLOUCESTER CITY, British steamer, 1,400, O. J. Nilsson, 28th April—Saigon 24th April, Rice and Paddy—Order.
HERMANN MENZEL, German steamer, 1,035, H. H. Schute, 16th April—Newchwang 9th April, Beans—E. A. Trading Co.
HIKOSAN MARU, Japanese steamer, 2,305, P. Hallstrom, 27th April—Kuchinotsu 22nd April, Coal—Mitsui Bussan Kaisha.
HINSANG, British steamer, 1,737, P. M. B. Lake, 23rd April—Java 14th April, Sugar—Jardine, Matheson & Co.
INDRAVELL, British steamer, 3,152, N. E. Craven, 28th April—Shanghai 23rd April, General—Doddell & Co. Ltd.
LUCIA, Austrian steamer, 1,508, Pietro D. Sassi, 25th April—Samarang 15th April, West Sugar—Yuen Fat Hong.
MARA KOLB, German steamer, 2,750, G. Kraft, 29th April—Moji 23rd April, Coal—Jeffries & Co.
MAUSANG, British steamer, 1,643, W. D. Welch, 29th April—Sandaikan 23rd April, Timber—Jardine, Matheson & Co.
MONOKUYI, German steamer, 850, G. Guckes, 29th April—Bangkok 19th April, Rice—Butterfield & Swire.

NANYANG, German steamer, 1,900, E. Hass, 24th April—Saigon 20th April, General—E. A. Trading Co.
ON SANG, British steamer, 1,787, J. T. Davies, 29th April—Moji 23rd April, Coal—Jardine, Matheson & Co.
PRONTO, Norwegian steamer, 838, Thomas Seeberg, 28th April—Haiphong and How 27th April, General—A. R. Marty.
SKARPSNO, Norwegian steamer, 1,132, H. Pedersen, 22nd April—Bangkok 14th April, Rice—Yuen Fat Hong.
SULLBERG, German steamer, 900, J. Jensen, 28th April—Cheloo 21st April, General—Order.
Tai Fui, German steamer, 1,063, H. Mennel, 19th April—Saigon 15th April, Rice—Chinese.
TETARTOS, German steamer, 1,578, W. Diuse, 28th April—Saigon 24th April, Rice—Siemssen & Co.
THYRA, Norwegian steamer, 2,410, C. L. Halvorsen, 22nd April—Shanghai 18th April, General—Samuel Samuels.
TOSA MARU, Japanese steamer, 3,610, A. Christensen, 25th April—Shanghai 23rd April, Silver, Flour and Matches—Nippon Yusen Kaisha.

Sailing Vessels.

ALCIDES, British 4-masted bark, 2,294, L. C. Dart, 12th April—Kobe 27th Mar. General—Arnhold, Karberg & Co.
ANDROMEDA, British ship, 1,762, Fulton, 8th April—New York 25th Oct., Kerosine Oil—Standard Oil Co.
COMET, British sailing-vessel, 3,000, W. G. Davis, 28th April—Kobe 11th April, Ballast—Standard Oil Co.
CONTEST, British bark, 495, Roberts, 14th April—Rajang 8th Mar. Lumber—Chinese.
FORFARSHIRE, British bark, 1,300, R. Purdy, 28th April—Geraldton (West Australia) 20th Feb. Sandalwood—Jardine, Matheson & Co.
LEICESTER CASTLE, British ship, 2,009, R. D. Peattie, 4th Mar.—New York 31st Sept., Case Oil—Standard Oil Co.
THISTLE, British bark, 1,200, Owen Williams, 12th April—Fremantle, West Australia 7th Feb. Sandalwood—Siemssen & Co.

AGENDA.

Gospel Hall.
 6 Arsenal Street, Top Floor,
 Off Queen's Road, East.
 Meetings are held as follows—
SUNDAY.
 Acts 2:42 11 a.m.
 Gospel Address 6 p.m.
TUESDAY.
 Soldiers & Sailors Bible Class 6 p.m.
 General Bible Class 6 p.m.
THURSDAY.
 Prayer Meeting 6 p.m.
 A hearty welcome given to all.

WEATHER REPORT.

On date at 4 p.m. On date at 4 p.m.
 Barometer 30.07 29.97
 Temperature 80 80
 Humidity 71 68
 Rainfall — —

SHIPPING AND MAIL NEWS.

MAILS DUE.
 Canadian (*Athenian*) 2nd and May.
 German (*Prinz Regent Luitpold*) 2nd prox.
 Indian (*Suitang*) 3rd prox.
 Canadian (*Empress of Japan*) 3rd prox.
 American (*Gaelic*) 6th prox.
 French (*Laos*) 6th prox.
 American (*Hongkong Maru*) 13th prox.
 American (*China*) 21st prox.

The steamer *Australian* left Kobe yesterday the 29th inst.

The N. G. I. steamer *Piragho* left Singapore for this port yesterday the 29th inst., and may be expected here on or about the 5th May.

The N. Y. K. Co.'s steamer *Kirishima Maru* (Bombay Line) left Bombay via Colombo and Singapore for this port yesterday the 29th inst., p.m., and is expected to arrive here on the 16th May.

The Canadian Pacific Railway Co.'s R.M.S. *Athenian* arrived at Nagasaki at 9.00 a.m., to-day, the 30th inst., and left again at 3.30 p.m., same day for Shanghai where she is due to arrive at 6 a.m. on Friday the 2nd May.

The Canadian Pacific Railway Company's R.M.S. *Empress of Japan* arrived at Kobe at 3.30 p.m., on Tuesday, the 29th inst., and left again at midnight same day for Nagasaki, where she is due to arrive at 8.00 a.m., on Saturday the 3rd May.

HONGKONG AND WHAMPOA DOCK RETURNS.

Skramstad at Kowloon Dock.
Kuoyang " "
Melbourne " "
U.S.S. Monadnock " "
S.M.S. Tiger " "
H.M.S. Fame " "
Kowloon " "
Isla de Cuba " "
Hanyang " Cosmopolitan
Thyra " "
Andromeda " Aberdeen
Sharpshooter " "

PASSED THE CANAL.

Outward—4th March—*St. Bede*, *Adelheid* 21st March—*Mercides* 25th March—*Prithof* 1st April—*Agamemnon*, *Benlomon*, *Servia*, 4th April—*Mayone*, *Merione*, *Shivire*, 8th April—*Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 11th April—*Kanagawa Maru*, 15th April—*Benlomon*, *Mayone*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 22nd April—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 25th April—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 28th April—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 31st April—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 4th May—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 7th May—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 10th May—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 13th May—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 16th May—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 19th May—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 22nd May—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 25th May—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 28th May—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 31st May—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 3rd June—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 6th June—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 9th June—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 12th June—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 15th June—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 18th June—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 21st June—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 24th June—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 27th June—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 30th June—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 3rd July—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 6th July—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 9th July—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 12th July—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 15th July—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 18th July—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 21st July—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 24th July—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 27th July—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 30th July—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 3rd Aug.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 6th Aug.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 9th Aug.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 12th Aug.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 15th Aug.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 18th Aug.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 21st Aug.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 24th Aug.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 27th Aug.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 30th Aug.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 3rd Sept.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 6th Sept.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 9th Sept.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 12th Sept.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 15th Sept.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 18th Sept.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 21st Sept.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 24th Sept.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 27th Sept.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 30th Sept.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 3rd Oct.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 6th Oct.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 9th Oct.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 12th Oct.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 15th Oct.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 18th Oct.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 21st Oct.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 24th Oct.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 27th Oct.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 30th Oct.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 3rd Nov.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 6th Nov.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 9th Nov.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 12th Nov.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 15th Nov.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 18th Nov.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 21st Nov.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 24th Nov.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 27th Nov.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 30th Nov.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 3rd Dec.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 6th Dec.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 9th Dec.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 12th Dec.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 15th Dec.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 18th Dec.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 21st Dec.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 24th Dec.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 27th Dec.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 30th Dec.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 3rd Jan.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 6th Jan.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 9th Jan.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 12th Jan.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 15th Jan.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 18th Jan.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 21st Jan.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 24th Jan.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 27th Jan.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 30th Jan.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 3rd Feb.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 6th Feb.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 9th Feb.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 12th Feb.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 15th Feb.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 18th Feb.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 21st Feb.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 24th Feb.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 27th Feb.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 30th Feb.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 3rd Mar.—*For-mana*, *Servia*, *Elba*, *Ducalton*, *Luitpold*, *Glenlogan*, *Shelk*, 6th Mar

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FENDERS, TILES, COAL BOXES, ENAMELLED KITCHEN WARE, CHINA AND GLASS.

LADIES, FANCY AND DRAPERY DEPARTMENTS.

REAL LUXCUIL, DUCHESS MALTESE AND GUIPURE LACES AND LACE, COLLARS,
SILK GLOVES, TORCHEON AND GUIPURE INSERTIONS, GRASS LAWN,
ALL OVER, PIECE LACE AND NEW PARIS LACES.

LACE CURTAINS.

NOTTINGHAM, SWISS, ECRU AND FRILLED MUSLINS, ETC.
LINEN CAMBRIC HANDKERCHIEFS, FANCY AND SELF-
COLOURED SILK CHIFFONS.

SUMMER UNDERWEAR.

A CHOICE SELECTION OF NAINSOOK GARMENTS ESPECIALLY SELECTED FOR
EASTERN WEAR.

LIGHT FANCY DRESSING JACKETS.

NEW BABY CARRIAGES AND MAIL CARTS.

PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR
GAMES IN GREAT VARIETY.

DRESSMAKING DEPARTMENT.

This section of our business is a new venture and has met with extraordinary success during the past 4 months.
All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the
knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.
We intend making this department a specialty and ladies will do well to give us a trial.
Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most
Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.
Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.
Space will not allow us to quote the thousands of articles stocked in this establishment but two words will convey all that is
necessary viz GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

April 30th.

R. G. HECKFORD
MANAGER